

Section 6 – Comments and Coordination

The FHWA issued a Notice of Intent (included in Appendix B) in the Federal Register on July 28, 2003 (Volume 68, Number 144) advising the public that this FEIS was to be prepared. This is the first step required in the official NEPA scoping process. The scoping process included engaging the affected federal, state, and local agencies, and the public in determining the scope of issues to be addressed, and identifying the significant issues related to the proposed action. The project team also actively engaged the agencies and the public throughout the alternatives development and evaluation phases of the FEIS development. This section describes the public and agency outreach and coordination activities completed through publication of the FEIS.

6.1 Public Involvement Plan

“NEPA procedures must ensure that environmental information is available to public officials and citizens before decisions are made and before actions are taken.” (40 CFR 1500.1(b))

This project has incorporated extensive public involvement to assure public participation in the environmental process and to identify and address the community's concerns. The project team devised a comprehensive approach to:

- Inform the public about the new project and its scope;
- Solicit input from the public on their transportation concerns throughout the study area and to help identify possible solutions to those concerns;
- Engage the elected officials and the communities in an ongoing dialogue designed to maximize collaborative solutions; and

- Respond to all public comments received.

A high level of public involvement was conducted in the preliminary scoping phase of the project. An intensive effort during this stage helped the project team identify key issues, conduct research that further defined those issues, and establish the project purpose and need. Initial scoping efforts included:

- Developing an information campaign and holding small group meetings;
- Holding an initial elected officials meeting;
- Conducting focus group meetings;
- Conducting a 1000-person telephone survey;
- Establishing a project Web site;
- Establishing a project information and comment telephone line;
- Establishing a project mailing list;
- Holding a regulatory agency scoping meeting; and
- Holding a series of public scoping meetings (one in each project city).

After the project purpose and need was established, additional public involvement efforts were conducted to help identify and refine potential transportation solutions. These activities included:

- Updating the information campaign and holding additional small group and neighborhood meetings;
- Updating the project Web site to include posting of all public comments received, preliminary alternatives, refined alternatives, meeting announcements, and other project updates;
- Updating the project mailing list;
- Responding to all public comments received;

- Establishing the Transportation Idea Exchange (TIE) community group;
- Conducting a series of public meetings to present preliminary alternatives;
- Conducting a series of public meetings to present refined alternatives;
- Developing a media kit and submitting project update news articles to local newspapers;
- Meeting again with the elected officials to present project update information; and
- Meeting individually with regulatory agencies.

The public involvement activities conducted in the scoping and alternatives development phases are discussed in more detail in the following sections.

6.2 Information Campaign and Small Group Meetings

The project team created an “**information campaign**” in the form of a PowerPoint presentation that was presented to city councils and community groups. These small group meetings enabled the team to discuss the project study area, the steps of the EIS process, the project schedule, and how the public could provide input to the project. Participants at these meetings were asked to fill out an initial comment form to help identify key transportation issues in the south valley area. The data gathered was used to create a contacts database for the project and to solicit volunteers for the community input group to be formed later.

After the initial scoping efforts, the project team continued to meet with neighborhood associations and other community groups. Many of the small group meetings were scheduled at the request of agencies, city representatives, or residents. An updated

information campaign was presented to the City Councils of Draper, Riverton, Sandy, and South Jordan, and the Salt Lake County Council in March 2004.

Table 6-1 shows the groups the project team met with and the dates of the meetings. In addition to these meetings, project team members met with many area residents on a one-on-one basis as requested.

**Table 6-1.
Small Group Meetings**

Group	Date of Meeting
South Jordan City Council	July 1, 2003
Elected Officials Meeting	July 2, 2003
Draper Chamber of Commerce	July 9, 2003
Draper City Council	July 15, 2003
Riverton City Council	July 15, 2003
Sandy Chamber of Commerce	July 23, 2003
South Jordan Chamber of Commerce	August, 2003
Riverton City (Public Works, Emergency Services, Economic Development)	August 13, 2003
Draper Emergency Services	August 19, 2003
Riverton City Council	August 19, 2004
Draper City (Public Works, Engineering)	August 20, 2003
Sandy City (Public Works, Emergency Services, Utilities)	August 28, 2003
Willow Neighborhood Association	September 3, 2003
Riverton Emergency Services	September 12, 2003
Sandy Emergency Services	September 15, 2003

**Table 6-1. (cont.)
Small Group Meetings**

Group	Date of Meeting
South Jordan City (Public Works, Emergency Services, Economic Development)	September 16, 2003
Crescent Elementary School Community Council	September 26, 2003
Southwest Valley Chamber of Commerce	October 9, 2003
Riverton City Residents	November 25, 2003
South Jordan Neighborhood Group	December 4, 2003
LDS Church Property Management Representatives	March 2, 2003
Draper City Council	March 7, 2004
Riverton City Council	March 14, 2004
Elected Officials Meeting	March 17, 2004
Sandy City Council	March 23, 2004
South Jordan City Council	March 30, 2004
Salt Lake County Council	April 20, 2004
Palisades Parkway Neighborhood Group	April 26, 2004
Palisades Parkway Neighborhood Group	April 29, 2004
LDS Church Property Management Representatives	May 4, 2004
700 West Neighborhood Group, South Jordan	May 6, 2004
U.S. Army Corps of Engineers	May 25, 2004
State Transportation Commission	May 27, 2004

6.3 Elected Officials Meetings

The elected officials from the study area were engaged throughout the EIS process. Project team members met several times with the city mayors individually, as well as with the city councils. Many

of the mayors, council members, and state legislators attended the project open houses. The elected officials were updated with information packets as the project progressed. The project team also held two formal meetings to bring all the mayors and state legislators together to discuss the city and community concerns as a group.

First Elected Officials Meeting – July 2003

Mayors, State Representatives, and the UDOT transportation commissioner for the study area were invited to an elected officials meeting early in the scoping process. The purpose of the meeting was to provide information on the project, such as project tasks and timeline, plans for technical studies and analysis, and plans for public involvement activities. Information and feedback was also gathered from the elected officials regarding the proposed project and process. The attendees helped identify transportation problems and needs in the south valley area, as well as possible solutions to those problems and needs. The meeting also served to introduce the elected officials to the project team, identify city contacts, and establish communication protocols for disseminating project updates.

Second Elected Officials Meeting – March 2004

As the project team proceeded toward alternative refinement and identification of a Preferred Alternative, the mayors, state representatives, state senators, and the transportation commissioner met again with the project team. The purpose of this meeting was to present the refined alternatives to be advanced in the EIS and to solicit input from the elected officials on the advantages and disadvantages of each of those alternatives. The elected officials also shared comments and concerns that they heard from their constituents with the project team. The project updates helped prepare the elected officials to discuss the project with their constituents. In addition, input from

the elected officials helped the project team to identify concerns that needed to be addressed or discussed further and to identify neighborhoods where more public outreach activities were needed.



Example of an elected officials meeting

6.4 Focus Group Meetings

In order to better understand the public's perception of the 11400 South project and to begin identifying community transportation concerns, a local professional marketing research firm, Dan Jones & Associates, was retained to conduct a series of focus groups (one per city) early in the scoping process. The focus groups were comprised of a diverse group of residents and business owners/employees from the study area. The input from the focus groups helped the project team identify several transportation issues and community concerns that were subsequently incorporated into a telephone survey questionnaire (see Section 6.5). The focus groups also helped the project team identify possible candidates for a community input group, the Transportation Idea Exchange (see Section 6.9).

Initial issues identified by the focus groups showed that:

- Mobility problems exist west of State Street;
- Congestion is a major problem within the study area;
- Transportation planning must be coordinated among cities, residents, and UDOT;
- Open space is important to many residents;
- Many residents are pro-commercial growth, as long as it is in the "right" places; and
- Residents want to be kept informed of transportation plans that will directly affect them.

A complete summary of the focus groups is included in Appendix B.

6.5 Telephone Survey

As a follow-on to the focus groups, 1,000 households within the 11400 South study area were interviewed by telephone from August 18 - September 16, 2003, during evening hours. While the focus groups provided qualitative input, the telephone survey provided more quantitative input to assist in formulating project purpose and need. The telephone survey was also used to begin a project contact list (with more than 50 percent of the participants electing to be on the contact list), to inform people about when the project Web site would be online, and to provide the Internet address of the Web site.

The objectives of the telephone survey were to:

- Identify what people living in the study area like most and least about living in their community;
- Measure support and opposition to limiting, encouraging, or balancing growth;
- Discover which sources residents use when they are

looking for information about transportation plans in their community;

- Estimate how often respondents drive within the study area;
- Assess the severity of transportation problems within the entire study area;
- Identify residents' most pressing transportation issues in the area and possible solutions to their concerns;
- Measure favorable and unfavorable impressions of the UDOT; and
- Examine UDOT's performance ratings as assigned by residents.

The complete results of the telephone survey are included in Appendix B.

In addition to providing information about transportation challenges in their community, the telephone survey helped the project team identify methods to effectively disseminate project information to the community. In evaluating a list of potential sources of information about transportation plans for their community, residents confirm that they definitely or probably would use word of mouth (84 percent), community newspapers (81 percent), major newspapers (81 percent), television (81 percent), an Internet Web site (77 percent), and radio (77 percent) as sources of information. Other sources that a majority of people would use for information about transportation planning in their community include: e-mail (66 percent), direct mail (63 percent), community meetings (53 percent), and information in their utility bills (50 percent). When asked which method of communication they would prefer if they had a question they wanted to ask or a comment they wanted to share with transportation planners, respondents confirmed that they would prefer to use e-mail or an

Internet site (43 percent), telephone (25 percent), or a letter in the mail (10 percent).

Figure 6-1 shows responses to the question regarding what types of information people would use/refer to learn more about transportation issues (top responses listed). The project team relied on many of these methods during the project process. Information was distributed by submitting articles to community newsletters and major newspapers, establishing a project Web site and e-mail address, holding community and neighborhood meetings, and sending meeting announcements, comment responses, and a project newsletter via direct mail.

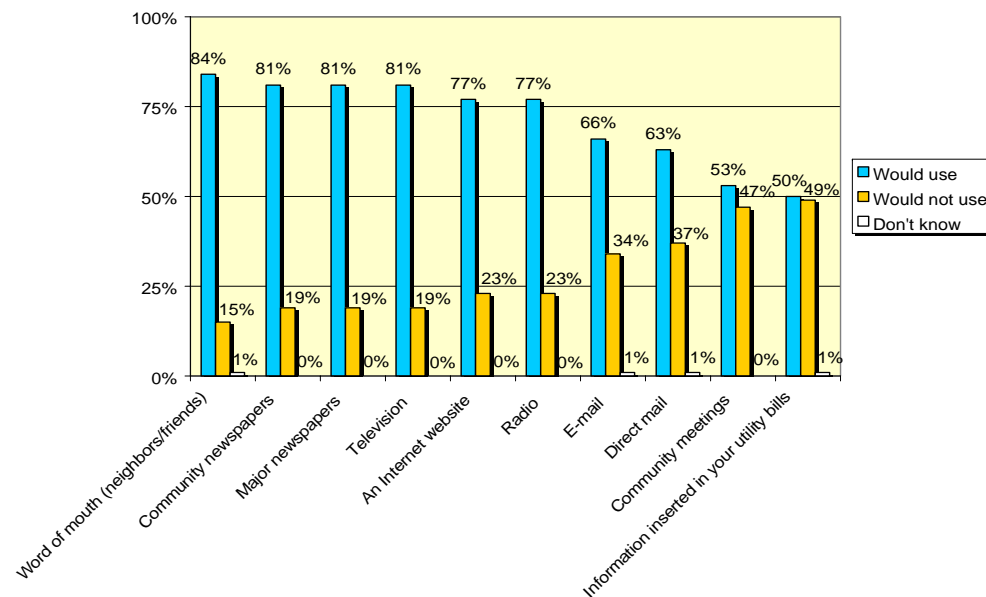


Figure 6-1. Preferred Sources of Information on Transportation Planning

6.6 Project Web site

Prior to the first public meeting, a project Web site was established. The Web site was placed on the UDOT Web server and was set up using the new UDOT standard project Web site format. The main goals of the Web site were to provide project information and updates to the public and the media, announce public meeting dates and locations, and provide methods for commenting or contacting the project team.

More than 222 public comments were received through the project Web site prior to the start of the official public comment period on the Draft EIS. All public comments received were posted on the project Web site and made available to the public for review. These included comments received via the Web site, public meeting comment forms, and the telephone comment line. The comments were posted verbatim on the Web site, except that names and addresses were removed if included in the comment. The comments were searchable by city so a resident or city official could see what their neighbors/citizens were concerned about. Also, as alternatives were developed and refined, the comments could be viewed by alternative.

Figure 6-2 shows the 11400 South EIS Project Web Site home page. The Web site was updated regularly throughout the project process.

6.7 Project Information and Comment Telephone Line

A project information and comment line was established at the start of the project. The telephone number was provided on the project Web site, on all meeting announcements, and on a business card that also contained project contacts and the project Web site address. The business cards were distributed at all

public and community meetings and left at city hall information desks. The telephone line contained a recorded message and provided an opportunity for the public to leave comments and/or ask questions of the project team. All comments were logged into the project database and posted on the project Web site. Calls were returned by a project team member whenever requested. More than 55 comments were received on the project telephone line prior to the start of the public comment period on the DEIS.



Figure 6-2. Project Web Site Home Page

6.8 Mailing and e-Mail Lists

A mailing list was established for this project. The list consisted of individuals who indicated they would like to be on the project mailing list and receive regular updates regarding the project. Depending on their preference, these individuals were either added to the home/business address mail list or to the e-mail address list. The lists grew to include 1,055 addresses on the street address mailing list and 511 addresses on the E-mail mailing list.

In addition to the above mailing list, the project team also established a study area mailing list. This mailing list was developed with input from the project cities and included the street addresses of all businesses and residents within the study area. The list was used to mail public open house meeting announcements and also to distribute the project newsletter after the Preferred Alternative for the DEIS was identified. There are more than 13,000 street addresses on the study area mailing list.

6.9 Transportation Ideas Exchange

A community input group was formed to facilitate the exchange of ideas between representative members of the community and the project team. The group, called the Transportation Ideas Exchange, or TIE, included a mix of residents, business leaders, school district representatives, public works representatives (including emergency services), the WFRM, UTA, and city economic development directors. The TIE members are listed in Table 6-2.

**Table 6-2.
TIE Members**

TIE Member	Affiliation
David Allred	South Jordan Resident
Matt Arnett	South Jordan Resident
Karen Bashore	Riverton Historical Society
Mark Bedel	Jordan River Natural Areas Foundation
D. Allison Birrenkott	Sandy Resident
Lance Blackwood	Riverton Economic Development
Ken Boldwyn	South Jordan Resident
Mick Crandall / Tom Cluff	Utah Transit Authority
Emery Crook	Salt Lake County Parks & Recreation
Nicole Davis	Draper Resident
Roger Dimond	South Jordan Resident
Nick Duerksen	Sandy City, Assistant Director Community Development
Colleen Gage	South Jordan City, Project Contact
Paul Goodrich	Sandy City, Project Contact
Mark Green	Draper Business Owner
Shane Greenwood	South Jordan City, Project Contact
Ned Hacker	Wasatch Front Regional Council
Mike Hutchinson	Riverton City, Project Contact
Ray Jenson	Jordan School District
Danelle Larsen	Riverton Resident

**Table 6-2. (cont.)
TIE Members**

TIE Member	Affiliation
Fred Lutze	Riverton City, Project Contact
Dayle Matson	South Jordan Resident
Jennifer McEuan	Sandy City School Community Council
Nate Nelson	Draper City, Project Contact
Judy Player	Draper Resident
Stan Radford	Sandy Resident
Kimball Rasmussen	South Jordan Resident
Suellen Riffkin	Draper Resident
George Shaw	Sandy City
Dennis Steadman	Salt Lake County Fire
Gary Sturdevant	South Jordan Resident
Steven Voss	Riverton City Resident

The TIE members had the following responsibilities:

- Act as a representative for their community or group;
- Help influence the decisions made by the EIS team;
- Provide feedback on information presented from the project team; and
- Act as champions for the EIS process.

TIE members were invited on a bus tour of the project study area prior to the first TIE meeting. This helped familiarize participants with the project study area, each other, and the project team. It also enabled the project team to gather input, first-hand, and gain an understanding of the issues and concerns throughout the study area.

Table 6-3 summarizes the purpose of holding each TIE meeting. Suggestions and questions from the TIE have been invaluable in moving the project forward. In almost all instances, suggestions that were given by the TIE on how to make the public meetings more successful were implemented immediately. For example, the TIE suggested that alternatives not carried forward should be displayed in a separate area at the public meetings. The TIE assisted in making project materials more readily understood by the public and by challenging the results of technical analyses. In addition, new alternatives and refinements to initial alternatives were suggested by TIE members and incorporated into the alternatives evaluation process.

**Table 6-3.
TIE Meeting Dates and Purpose**

Date	Purpose of TIE Meeting
TIE Meeting #1, October 14, 2003	Establish roles and responsibilities of the TIE; present information and receive TIE feedback on the project background, schedule, public involvement activities, traffic analysis, project purpose and need, and initial alternatives
TIE Meeting #2, November 4, 2003	Discuss initial alternatives, provide input on upcoming public meetings, and set agenda for the next TIE meeting
TIE Meeting #3, December 16, 2003	Identify areas of agreement and disagreement regarding which alternatives should be advanced for further study; discuss modifications to and comparison of Preliminary Alternatives; set agenda for the next TIE meeting
TIE Meeting #4, January 21, 2004	Present the alternatives that will be eliminated from further consideration and the alternatives that will be advanced for detailed analysis in the EIS; discuss how to best present the alternatives at the January public open houses; set date for next TIE meeting

**Table 6-3. (cont.)
TIE Meeting Dates and Purpose**

Date	Purpose of TIE Meeting
TIE Meeting #5, March 24, 2004	Update the TIE and get their input on recent activities involving alternatives development, analysis, and public involvement activities.
TIE Meeting #6, June 9, 2004	The details of the preferred alternative and the EIS process
TIE Meeting #7, Jan. 12, 2005	Update the TIE on the project status and present a summary of public comments received on the DEIS

6.10 Public Meetings

The project team held three sets of public open houses during the scoping and alternatives development phases of the EIS. Prior to each meeting, a meeting notice was mailed to each of the 13,000 residential and business addresses in the study area. The notices explained the open house concept, offered Spanish speaking services, and invited families to bring their children. Escorts from the project team were available to guide attendees through the displays. (See Appendix B for meeting notice sample in English and Spanish.) There were refreshments and a designated “children’s table” with special treats and activities. Table 6-4 summarizes the meeting dates, locations, attendees, and meeting purpose.

**Table 6-4.
Public Open Houses**

Public Scoping Meeting – To identify transportation issues and concerns in the project study area		
Meeting Date	Meeting Place	Attendees
September 23, 2003	Juan Diego High School, Draper City	66
September 24, 2003	Riverton High School	72
September 25, 2003	South Jordan City Hall	85
September 30, 2003	Sandy City Hall	83
	Total	306

**Table 6-4. (cont.)
Public Open Houses**

Public Meeting 2 – To present the Preliminary Transportation Alternatives		
Meeting Date	Meeting Place	Attendees
November 19, 2003	Riverton High School	57
November 20, 2003 (daytime)	South Jordan City Hall	67
November 20, 2003	Sandy City Hall	108
	Total	232
Public Meeting 3 – To present the Refined Transportation Alternatives		
Meeting Date	Meeting Place	Attendees
January 27, 2004 (daytime)	Sandy City Hall	100
January 27, 2004	South Jordan City Hall	134
January 28, 2004	Riverton High School	113
	Total	347



Example of a Public Open House Meeting

Project comment forms were distributed at each of the public meetings. Comments received were logged into the project database and posted on the project web site. Procedures developed for responding to all public comments received are discussed in Section 6.12.

6.11 Media Relations

In order to proactively give media the correct project information and keep them informed of the process, the project team prepared media kits, press releases, and articles for submission to the local and neighborhood newspapers and community newsletters, and local television and radio stations. The media kits were distributed to the *Deseret Morning News*, the *Salt Lake Tribune*, KSL Channel 5, KSTU Channel 13, KTVX Channel 4, KUTV Channel 2, KSL-AM 1160, KALL 700, KNRS 570 AM, *Progress Business Journal*, *South Valley Journal*, *Sandy Journal*, *The Enterprise*, *Draper City Newsletter*, *Riverton City Newsletter*, *Sandy City Newsletter*, and the *South Jordan City Newsletter*. The kits contained maps and descriptions of each alternative included in the EIS, a project fact sheet, a frequently asked questions (FAQ) response, and the project timeline. The FAQ and Fact sheets were updated as the project progressed.

6.12 Environmental Justice Outreach Activities

Per *Executive Order 12898: Federal Actions to Address Environmental Justice to Minority Populations and Low-Income Populations* (1994), federal agencies must consider impacts to minority and low-income populations as part of environmental analyses to ensure that these populations do not receive a disproportionately high number of adverse or human health impacts as a result of a federally funded project. FHWA issued a guidance document, "FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," that

establishes policies and procedures for complying with this Executive Order in relation to federally funded transportation projects (FHWA 1998). This guidance defines a disproportionately high and adverse effect as one that is predominately borne by, suffered by, or that is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or the non-low-income population. It also states that in preventing disproportionately high and adverse effects, public involvement opportunities that solicit input from affected minority and low-income populations must occur.

Information on study area demographics is included in Section 3.3.2. In general, the percentage of minorities in the study area is less than that of Salt Lake County or the State of Utah. The median household income for the study area as a whole is not below that of Salt Lake County or the state.

Public involvement activities for this FEIS that focused on environmental justice populations included distributing project information with descriptions of alternatives and soliciting input from:

- Local schools and parent-teacher associations;
- Minority social and community organizations;
- Churches whose congregations are comprised of predominantly minority populations; and
- Media outlets (radio, TV, and newspapers) that serve a minority customer base.

Other public involvement activities that focused on potential environmental justice populations included providing translators at every public meeting and providing project information, including meeting announcements and descriptions of alternatives, printed in Spanish. Minority organizations and minority-based media outlets were also added to the project mailing list.

6.13 Tracking and Responding to Public Comments

The project database was used to track the locations where the project team heard from the public. Addresses of public meetings attendees, focus groups participants, telephone survey respondents, and those who had submitted comments have been entered into the database. This helped the project team determine if residents from a particular neighborhood had commented and if additional efforts needed to be taken to reach that neighborhood.

Comments Received During Scoping/Alternatives Development

The project team believed it was important to “close the loop” in the public involvement process. The following procedures were established to track and respond to all public comments received. The communication tool for responding and the contents of the response depended upon the comment received.

1. All comments were logged in the project contact database. This database included such information as the commentor's name and contact information, their preference for being contacted (E-mail, phone, mail, in person, etc.), and their comments exactly as they were submitted. Additionally, the type and content of the response were also tracked in the database.
2. The project team met periodically to review comments received from all sources:
 - Web site comments;
 - Telephone Information and Comment Line;
 - Comment forms sent by mail or submitted at meetings;
 - Telephone calls/contact reports received by members of the project team;
 - Letters sent by mail; and

- E-mails sent to project team/electronic mailbox.
3. The project team then determined the response method and prepared the appropriate response.
 - Some comments needed forwarding to other agencies such as the local city.
 - Some just required an acknowledgement of comment received and the commentor was added to the project mailing list.
 - Some comments could be categorized and responded to with a general response letter. Three general response letters were prepared and distributed during the scoping and alternatives developments phases of the EIS. These letters addressed more than 40 comment categories/issues and were distributed to more than 512 commentors (see Appendix B for the general response to comments letters).
 - Some comments required a more detailed/individualized response.
 - E-mail or U.S. mail was the typical communication tool for the project team to respond, depending on the contact information provided by the commentor.
 - If a commentor requested to be contacted by other means then the project team would accommodate their request
 4. All comments received, as well as the general response letters, were posted on the project Web site.

Comments Received During the Public Comment Period

Comments received on the DEIS were tracked using the project database. A formal response to comments has been prepared in accordance with NEPA requirements and is included as an appendix in this FEIS. The response to comments will also be

distributed to all those who provided comments during the public comment period.

6.14 Agency Coordination

Various regulatory agencies were contacted throughout the project so that their input and regulatory requirements could be incorporated into the project from the beginning. A letter was sent to 25 federal and state agency representatives on August 5, 2003, providing initial information about the project, as well as a copy of the July 28, 2003, Notice of Intent to prepare an EIS that was published in the Federal Register. The agency representatives were invited to an Agency Scoping Meeting that was held on September 23, 2003. Attendance was low; however, several written comments were received after the meeting.

Table 6-5 summarizes the agency meetings that were held throughout the project (UDOT and URS representatives also attended each meeting).

**Table 6-5.
Individual Agency Meetings**

Date	Agency	Topic
6/19/03	Sandy Certified Local Govt.	Historic properties of importance to Sandy City
6/19/03	Riverton Certified Local Govt.	Historic properties of importance to Riverton City
7/16/03	South Jordan Certified Local Govt.	Historic properties of importance to South Jordan City
7/23/03	Army Corps of Engineers (Corps)	Permitting
9/16/03	Draper Certified Local Govt.	Historic properties of importance to Draper City

**Table 6-5. (cont.)
Individual Agency Meetings**

Date	Agency	Topic
10/06/03	State Engineer's Office; State Div. Wildlife Resources	Preliminary wetlands info; alternatives; possible river crossing; requirements for wildlife; permitting
10/7/03	Corps, US Fish and Wildlife Service (USFW)	Preliminary wetlands info; possible river crossing; T & E species; permitting
11/5/03	Jordan River Natural Areas Forum (comprised of agency representatives)	Alternatives; project schedule; possible river crossing
1/13/04	Utah Audubon Society	Preliminary wetlands info; storm water detention ponds; possible river crossing
1/24/04	Forestry, Fire, and State Lands; State Parks and Recreation; State Engineer's Office; South Jordan City	Possible river crossing; possible pedestrian crossing over Jordan River constructed by South Jordan City
3/15/04	Corps, USFWS, State Engineer's Office, State Division of Forestry, Fire, and State Lands, Salt Lake County Engineering, State Parks and Recreation.	Alternatives; wetlands, floodplains, possible river crossing and bridge options; storm water detention ponds.
3/18/04	Utah Division of Water Quality	Methods to evaluated water quality impacts from proposed alternatives
4/19/04	State Historic Preservation Office	Use of Multiple Property Documentation Form for architectural resources

In addition to the above agency meetings, the following agencies were contacted by mail regarding the project (see copies of letters and agency responses in Appendix D).

- Utah Geological Survey;
- Shoshone-Bannock Tribes;
- Confederated Tribes of the Goshute Reservation;
- Skull Valley Band of Goshute Indians;
- Northwestern Band of Shoshone Nation;
- Uintah & Ouray Ute Indian Reservation;
- Utah Heritage Foundation; and
- Natural Resources Conservation Service.

6.15 Public Hearing, Final EIS, and Record of Decision

A Public Hearing was held on November 18, 2004 to accept comments on the DEIS. A notice of availability of the DEIS was announced in the Federal Register on November 5. The public hearing date and location was announced in the *Salt Lake Tribune* and the *Deseret News* on November 4, November 7, and November 13. A project newsletter summarizing the Build Alternatives, identifying the Preferred Alternative, and announcing the public hearing was prepared and distributed to study area residents. The public hearing information was also posted on the project Web site.

There were 228 attendees that signed in at the public hearing. The project team received approximately 180 public and agency comments on the DEIS. Comments and responses are included in the updates to Appendix B in this FEIS. Responses to comments received on the DEIS have been incorporated into the FEIS were appropriate.

The FEIS will be made available for public review during a 30-day public comment period at the following locations:

- UDOT Region 2 Office, 2010 South 2760 West, Salt Lake City
- UDOT Central Office, 4501 South 2700 West, Salt Lake City
- Draper City Hall, 1020 East Pioneer Road, Draper
- Draper Public Library, 12441 South 900 East, Draper
- Sandy City Hall, 10000 South Centennial Parkway, Sandy
- Sandy Public Library, 10100 South Petunia Way, Sandy
- Riverton City Hall, 12765 South 1400 West, Riverton
- Riverton Public Library, 12860 South Redwood Road, Riverton
- South Jordan City Hall, 1600 West Towne Center Drive, South Jordan
- South Jordan Public Library, 10300 Beckstead Lane, South Jordan

The public will have the opportunity to provide official comments on the FEIS. Written comments, to be included as an official part of the record, will be accepted for 30 days following the Notice of Availability. Written comments may be mailed to:

Joe Kammerer, UDOT Region 2
2010 South 2760 West
Salt Lake City, UT 84104-4592

Or

11400 South EIS Administrative Record
c/o URS Corporation
756 East Winchester Street, Suite 400
Salt Lake City, UT 84107

Or you may fax comments to:

801-904-4100 (attention 11400 South EIS)

Or you may E-mail comments to:

114_south_admin@urscorp.com

After receipt and full consideration of public and agency comments, the Record of Decision (ROD), announcing the selected alternative, will be signed by FHWA and published in the Federal Register. The ROD will identify the selected alternative, the basis for its selection, any mitigation measures proposed, and the response to public and agency comments on the FEIS.